BM#13: NAIL IN ROOT OF 150mm OAK 23.996m LEFT OF -L- STA. 184+55.993. EL. = 10.00 $\mathbf{\Psi}$ WOODS WOODS -STRUCTURE (TO BE REMOVED) 🩈 CONTROL LINE TO SR 1330/SR 1436 LEFT LANE ID STATION 182+87.400 -L-MED. WOODS 75°-00′-00″<u>-</u> CONTROL LINE (TYP.) RIGHT LANE TO SR 1330/SR 1439 WOODS 业 CLASS II RIP RAP-WOODS (TYP.) MARSH FOR UTILITY INFORMATION, SEE UTILITY PLANS AND MARSH 土 SPECIAL PROVISIONS. LOCATION SKETCH

HYDRAULIC DATA

DESIGN DISCHARGE = 40 cms
FREQUENCY OF DESIGN FLOOD = 50 yr
DESIGN HIGH WATER ELEVATION = 9.58 m
DRAINAGE AREA = 21 sq. km.
BASIC DISCHARGE (Q100) = 52 cms
BASIC HIGH WATER ELEVATION = 9.75 m

OVERTOPPING FLOOD DATA

230

236

LUMP SUM

586.320

OVERTOPPING DISCHARGE = 250 cms FREQUENCY OF OVERTOPPING FLOOD = 500+ yr OVERTOPPING FLOOD ELEVATION = 10.37 m

TOTAL BILL OF MATERIAL PLAIN RIP RAP CLASS II CONSTRUCTION, MAINTENANCE, REMOVAL OF EXISTING 914mm X 533mm UNCLASSIFIED BRIDGE HP 310 X 79 STEEL PILES GALVANIZING CONCRETE BARRIER REINFORCING **ELASTOMERIO** CLASS A PRESTRESSED FABRIC STRUCTURE EXCAVATION **APPROACH** STEEL STEEL BEARINGS AND REMOVAL OF TEMPORARY STRUCTURE CONCRETE FOR CONCRETE CORED SLABS SLABS **PILES** RAIL (600mm DRAINAGE THICK) ACCESS LUMP SUM LUMP SUM **METERS** CU. METERS LUMP SUM LUMP SUM LUMP SUM NO. **METERS** METRIC TONS SQ. METERS LUMP SUM **METERS** kg SUPERSTRUCTURE LUMP SUM LUMP SUM 586.320 LUMP SUM LUMP SUM 84.000 LUMP SUM END BENT 1 95 11.1 1115 135 131 BENT 1 9.2 120 LUMP SUM 1244 BENT 2 9.2 1244 112 LUMP SUM END BENT 2 11.1 98 1115 99 101

4718

425

LUMP SUM

84.000

30

LUMP SUM

40.6

LUMP SUM

DRAWN BY: W.D. CRUTCHER/GMP DATE: 3-03
CHECKED BY: D.A. GLADDEN DATE: 4-1-03

TOTAL

LUMP SUM

LUMP SUM

(NOTES CONTINUED FROM SHEET 1)

THE SUBSTRUCTURE OF THE EXISTING BRIDGE INDICATED ON THE PLANS IS FROM THE BEST INFORMATION AVAILABLE. SINCE THIS INFORMATION IS SHOWN FOR THE CONVENIENCE OF THE CONTRACTOR, THE CONTRACTOR SHALL HAVE NO CLAIM WHATSOEVER AGAINST THE DEPARTMENT OF TRANSPORTATION FOR ANY DELAYS OR ADDITIONAL COST INCURRED BASED ON DIFFERENCES BETWEEN THE EXISTING BRIDGE SUBSTRUCTURE SHOWN ON THE PLANS AND THE ACTUAL CONDITIONS AT THE PROJECT SITE.

THIS STRUCTURE HAS BEEN DESIGNED IN ACCORDANCE WITH HEC 18, "EVALUATING SCOUR AT BRIDGES", NOVEMBER, 1995.

THIS BRIDGE HAS BEEN DESIGNED IN ACCORDANCE WITH THE REQUIREMENTS OF THE AASHTO STANDARD SPECIFICATIONS FOR SEISMIC DESIGN OF HIGHWAY BRIDGES FOR SEISMIC PERFORMANCE CATEGORY A.

AT THE CONTRACTOR'S OPTION, AND UPON REMOVAL OF THE TEMPORARY WORK PADS & TEMPORARY ACCESS ROAD, THE CLASS II RIP RAP USED MAY BE PLACED AS RIP RAP SLOPE PROTECTION. SEE SPECIAL PROVISIONS FOR CONSTRUCTION, MAINTENANCE AND REMOVAL OF TEMPORARY ACCESS AT STATION 182+87.400 -L-MED, LEFT LANE.

THE STEEL PILES AT BENT 1 AND 2 SHALL BE GALVANIZED IN ACCORDANCE WITH SECTION 1076 OF THE STANDARD SPECIFICATIONS. FOR GALVANIZING STEEL PILES, SEE SPECIAL PROVISIONS.

FOR SUBMITTAL OF WORKING DRAWINGS, SEE SPECIAL PROVISIONS.

FOR FALSEWORK AND FORMWORK, SEE SPECIAL PROVISIONS.

FOR PRESTRESSED CONCRETE MEMBERS, SEE SPECIAL PROVISIONS.

PROJECT NO. R-2514A

ONSLOW COUNTY

STATION: 182+87.400-L-MED.

SHEET 3 OF 3

DEPARTMENT OF TRANSPORTATION
RALEIGH

GENERAL DRAWING

FOR BRIDGE ON US 17 OVER
STARKY'S CREEK BETWEEN
SR 1330/SR 1436 AND
SR 1330/SR 1439

